

**Remarks/Arguments:**

Applicant thanks the Examiner for the opportunity to discuss the claims in view of the cited references, on January 20, 2004, and for his helpful suggestions.

Claims 1-55 are pending. Claims 1-55 stand rejected.

**Section 102 Rejections:**

Claims 1-48 have been rejected as being anticipated by Monroe. The Applicant respectfully submits that this rejection is overcome for reasons set forth below.

Applicant's invention, as recited in amended claim 1, includes features which are not anticipated or suggested by Monroe, namely:

- at least one of the sensors **enabling** the wireless **transmission** of the aircraft operational data . . . **upon sensing an occurrence of an event**; and
- **each sensor provides an output signal only when the sensor detects an operating parameter that is outside a normal operational range.**

Basis for amended claim 1 may be seen in the specification, for example, at page 8, lines 3-22. As discussed therein, an accident sensor can be any aircraft sensor that provides an output when the sensor detects an operating parameter that is **outside a normal range**, or indicates an **abnormal operating parameter**.

As also discussed, one of the accident sensors could be a switch **enabled** by the pilot or copilot when they believe an accident scenario is occurring. Another accident sensor may be attached to a vertical speed indicator, for example, which is **enabled** to sense vertical speed of the aircraft, when the vertical speed exceeds normal operating parameters.

Monroe, on the other hand, discloses an acoustic sensor system which detects failures in commercial aviation and is adapted for assisting post event analysis of such events. In the event of a bomb explosion, for example, the acoustic event is recorded for later analysis (see abstract). As further disclosed by Monroe, at column 2, lines 39 to 44, the data may be recorded in a black box recorder for later analysis. The data can also be processed by high speed electronics, where acoustic events can be analyzed by the aircraft computer, so that some action may be taken. Monroe, thus, discloses sensors that are enabled all the time for transmitting aircraft operational data. Monroe does **not** disclose a sensor that **enables** the transmission of operational data **upon sensing of an occurrence of an event**. Furthermore, Monroe does **not** disclose **each sensor providing an output signal only when the sensor detects an operating parameter that is outside a normal operational range**. Reconsideration of amended claim 1 is respectfully requested.

Although not the same, claims 17, 26, 36, 39, 44, 45, and 48 have been amended to include features similar to amended claim 1. These claims are, therefore, not subject to rejection in view of the cited reference for the same reasons set forth for amended claim 1.

Claims 2-16, 18-25, 27-35, 37-38, 40-43, 46-47, and 49-55 depend from claims 1, 17, 26, 36, 39, 44, 45 and 48, respectively, and are, therefore, not subject to rejection in view of the cited reference for at least the same reasons set forth for amended claim 1. Reconsideration is respectfully requested.

**Section 103 Rejections:**

Claims 49-55 have been rejected as being obvious in view of Monroe and Murphy. Applicants respectfully submit that this rejection is overcome for reasons set forth below.

Claims 49-55 depend from amended claim 48.

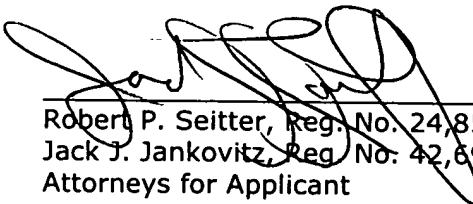
As previously discussed, Monroe fails to disclose enabling transmission of operational data from the aircraft, **in response to detection of an abnormal operating event by one of the sensors**, and fails to disclose **each sensor providing an output only when the sensor detects an operating parameter that is outside a normal operational range**.

Murphy discloses burst transmission links between an aircraft and a ground based station. Murphy, however, does **not** disclose the above features that are missing from Monroe, namely, that one of the sensors enables the transmission of operational data from the aircraft, **in response to detecting an abnormal operating event**, and **each sensor provides an output signal only when the sensor detects an operating parameter that is outside a normal operational range**. Reconsideration is requested for dependent claims 49-55.

**Conclusion**

Claims 1-55 are now in condition for allowance.

Respectfully submitted,

  
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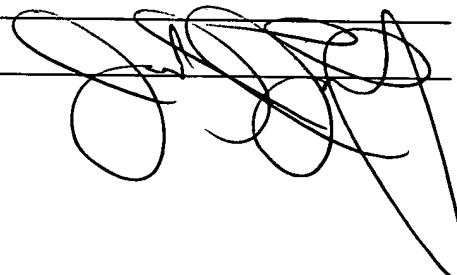
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